

Republic of the Philippines
HOUSE OF THE REPRESENTATIVES
Constitution Hills, Quezon City

NINETEENTH CONGRESS
First Regular Session

HOUSE BILL NO. 1017



Introduced by Rep. Bernadette Herrera-Dy

AN ACT PROVIDING THE MANDATORY INSTALLATION OF
DASHBOARD CAMERAS, CLOSED CIRCUIT TELEVISION (CCTVs) AND
GLOBAL POSITIONING SYSTEMS (GPS) INSIDE PUBLIC UTILITY
VEHICLES (Pi-JVs), TRANSPORT NETWORK VEHICLE SERVICES (TNVS)
AND OTHER PUBLIC TRANSPORT VEHICLES

Explanatory Note

In 2014, Manila was ranked 10th in the global list of the most dangerous transport systems for women. This poll, conducted by Thomson Reuters, also named the Philippine Capital as the 11th worst city in terms of availability of safe public transport.

In the same year, the Philippine Statistics authority recorded 10,599 traffic accidents involving

15,195 vehicles involved. Other traffic accidents mentioned were highway robbery with 1,259 cases, hit and run with 1,002 cases, bad overtaking with 3,052 cases, and bad turning with 3,565 cases. These numbers indicate the need for government intervention to improve public transportation systems and to ensure the safety of people on the road. Thus, the state must regulate public transport vehicles for the best interest of its citizens.

There are far too many incidents of crimes in our public utility vehicles. Almost daily, we hear of various cases of theft and violent robberies in jeeps, buses, and taxis alike. Other incidents involve rape and murder of innocent riders, sexual harassment and sexual assault, among so many others.

The country is at a critical juncture.

In 2015 the country was exposed to the new transport sector known as the Transport Network Vehicle Services using real-time internet app-based systems to book, pay, and even travel. The emergence of TNVS increased transport options for the riding public and paved the way for our nationwide rules on ride sharing. With this new phenomenon, it is imperative to impose better measures and standards to ensure the safety of passengers and to improve existing rules for public transport vehicles.

In 2018, the jeepney modernization program as ordered by President Duterte is in full swing. We can soon expect that public utility vehicles will be cleaner, greener, and more efficient vehicles.

It is also the perfect time to ensure the safety of the riding public. There is a need to not only catch and prosecute criminal offenders in public utility vehicles, but also to put in place measures to deter them from even trying.

Therefore this Bill seeks to mandate the installation of dash camera systems, inward-facing camera systems, and global positioning systems (GPS) in all vehicles that serve the riding public.

Our vision is for the Philippine public transportation system to be safe and reliable for everyone.

Today's modern world has technologies that can monitor and enhance the security of vehicles. Dashboard cameras, CCTV cameras, drones, etc. are now widely available and are useful in documenting events, incidents or accidents that occur on road, streets, and highways. Dashboard cameras help in determining the cause of traffic and road accidents.

CCTVs in vehicles monitor driver and rider behavior as well as their actions inside the vehicle.

This technology may also help in harassment cases inside vehicles and can ease investigation on cases of highway robbery. Global positioning systems are beneficial in locating vehicles in question and may assist in car kidnapping cases. These technological advancements that we are experiencing should be utilized for the security and safety of the Filipino people.

It is the duty of the state to protect its citizens. With the convenience of security advancement, it is also the government's responsibility to protect all citizens from fraud and malicious intent. With safeguards of existing laws on privacy, the state shall carry out necessary security measures for the welfare of its people.

The passage of this measure is earnestly sought.


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CAMERAS, CLOSED CIRCUIT TELEVISION (CCTVs) AND GLOBAL
POSITIONING SYSTEMS (GPS) INSIDE PUBLIC UTILITY VEHICLES
(Pi-JVs), TRANSPORT NETWORK VEHICLE SERVICES (TNVS) AND
OTHER PUBLIC TRANSPORT VEHICLES

SECTION 1. Short Title. This Act shall be known as the "Public Transport Safety Act of 2019."

SECTION 2. Declaration of Policy. It is hereby declared that the policy of the government is to

ensure the safety of its citizens. With the rise of different modes of public transport services, it is imperative for the government to impose stricter standards and measures to these services for the benefit of the riding public.

SECTION 3. Definition of Terms. For purposes of this Act, the following terms shall be defined as follows:

a) Closed Circuit Television (CCTV)—a video camera employed in a CCTV system. A CCTV system links a camera to a video monitor using a direct transmission system. CCTV systems have many components with a variety of functions, features, and specifications. Key components include cameras, lenses, data distribution, power, and lighting, among others.

b) Dashboard Camera (dash cam)—dash cams are small video cameras that are typically installed either on the dashboard of a car, although it can also be attached to the windshield or placed elsewhere. Any portable camera or recording device can be used as a dashcam, but purpose-built devices typically run on 12V DC, feature "always on" recording, and automatically overwrite old data as new data is recorded.

c) Global Positioning System (GPS)—GPS is a satellite navigation system used to determine the ground position of an object. This is made up of at least 24 satellites. Each GPS satellite broadcasts a message that includes the satellite's current position, orbit, and exact time. In order for a GPS device to work correctly, it must first establish a connection to the required number of satellites. This process can take anywhere from a few seconds to

a few minutes, depending on the strength of the receiver. A car's GPS unit will typically establish a GPS connection faster than the receiver in a watch or smartphone.

d) GPS Tracking — GPS tracking is the surveillance of location through use of the Global Positioning System (GPS) to track the location of an entity or object remotely. The technology can pinpoint longitude, latitude, ground speed, and course direction of the target.

e) Public Utility Vehicles—vehicles that carry passengers and/or cargo for a fee, offering services to the public, which may include, but not limited to, UV express service, public utility buses, public utility jeepneys, transport network vehicle services, and taxis.

f) Transport Network Vehicle Services (TNVS)—a public utility vehicle accredited with a Transport Network Corporation (TNC), which is granted authority or franchise by the LTFRB to run a transport service.

SECTION 4. Mandatory Installation of Dash Cam, CCTVs, and GPS. This Act mandates public transport vehicles to each install one (1) dashboard camera, an option of two (2) in-car CCTVs: one mounted on the inner front window (for an inside view of the vehicle from the front) and the other mounted on the inner back window (for a view of the vehicle from the back) or only one (1) in-car CCTV mounted on the inner back window, only if a dual dash camera is installed and can serve the purpose of the front CCTV (inside view of the vehicle from the front) and the dashcam's outside view, and one (1) GPS. Upon effectivity of this Act, these shall be standard safety equipment for all PUVs, TNVS, and other public transport vehicles before they are allowed to service the riding public. After the promulgation of the Implementing Rules and Regulations of this Act, PUVs, TNVS, other public transport vehicles and their respective transport companies and operators should comply with these standards within one (1) year. Failure to comply within the prescribed period shall be subjected to the penalties as prescribed in Section 12 of this Act.

SECTION 5. Scope. This Act mandates all Public Utility Vehicles and Transport Network Vehicle Services or any internet application-based transport service, school transport services, government service vehicles, and other similar vehicles for public use as approved by the Land Transportation Franchising and Regulatory Board (LTFRB).

SECTION 6. Standards and Installation Requirements for Cameras. The LTFRB, Department of Information, Communications and Technology (DICT), National Bureau of Investigation (NBI), and Department of Transportation (DOTR), shall jointly issue and verify final specifications of the cameras to be installed in each vehicle and its proper placement.

The following are recommended conditions for dashboard cameras, subject to the approval of the appropriate agencies under this Act:

- a) Should at least have a 120 degree-angle
- b) With a capacity of at least 30 FPS (frame per second)
- c) With Emergency Recording/Always on Feature
- d) Battery operated dash cams are prohibited, required dash cams uses cigarette-lighter (12V) adapter (or USB to Micro USB Cable or Hardwire Installation Kit with Low Voltage Cut-off for vehicles with no cigarette lighter)
- e) With 128 GB worth of storage space that supports the read/write speed for the Dash Cam

SECTION 7.Loaning and Finance Support/Scheme. LTFRB, DOTR, Landbank, and DBP shall arrange a special loaning program and scheme to help public transport operators and companies in purchasing the necessary equipment and devices under this Act.

The program shall be guided by the principles of the Public Utility Vehicle Modernization Program of 2017.

SECTION 8. Mandatory Archiving of Video Footages and Information of Vehicles by Operators, Transport Companies, and Other Individuals Operating a Public Transport Vehicle.Operators and transport companies of public transport vehicles shall keep an archive of video footages for every thirty (30) days of every owned and operating public transport vehicle for the purposes under Section 9 and 10 of this Act. This also applies for drivers managing their own vehicles; they shall keep a personal archive of video footages every thirty (30) days. After the prescribed time period, the operators, companies, and drivers who preserved the video archives under this Act can delete such footages and collect another set of data so on and so forth.

SECTION 9.Maintenance of a Footage and Tracking System by the LTFRB.The LTFRB or its corresponding regional offices will maintain a database of footages and GPS information of PUVs, TNVS, and other public transport vehicles, which have received complaints and are subject to criminal investigation and/or involved in traffic accidents.The LTFRB shall collect thirty (30) days of footage of the vehicle in question from the operator, company, or individual driver's archive. Submission of incomplete data would be penalized as prescribed under Section 12 of this Act. Within twenty-four hours (24), the vehicles (or footages, depending on the gravity of its involvement) necessary for the investigation, shall be surrendered to the LTFRB unless agreed otherwise. Failure to comply would be penalized as prescribed under Section 12 of this Act. Similarly, unauthorized and unlawful use, distribution, sale and purchase, and publication of video footages and information will be penalized as prescribed under Section 12 of this Act.

SECTION 10.1 Use of Dashboard Cameras and CCTVs.Video footages and information collected from CCTV and dashboard cameras as well as GPS information from can be viewed and used by the LTFRB, government personnel, legal bodies, and able courts that are tasked to investigate and prosecute criminal activities and civil offenses, as long as deemed necessary for the investigation. The aforementioned may request copies, and store information for evidentiary purposes with due considerations under the provisions of this Act.

SECTION 11.Confidentiality of Footages.Unless otherwise mandated in this Act, footages 13 from CCTV and Dashboard Cameras, as well GPS information will be secured and will remain 14 confidential from any type of viewing, distribution, publication, and personal documentation.

Any form of tampering and unlawful disclosure of the footages will be penalized under this Act as prescribed in Section 12.

SECTION 12.Penal Provisions.The following are the imposed penalties of those in violation of the Act herewith:

1. Failure of installing the mandatory equipment for vehicles and not complying with the required safety standards within the prescribed period
 - a) No GPS installed in vehicle — A fine of five thousand pesos (PhP5,000) for them first offense, ten thousand pesos(PhPIO,000) pesos for the second offense, and fifteen thousand pesos (PhP15,000) as well as the suspension of the driver's license and the vehicle and/or the operator's registration for the third offense, that may last up to fifteen (15) days until resolved and approved by the

LTFRB. Subsequent offenses may result to the cancellation of the licenses and registrations of those involved unless stated otherwise with approval from the LTFRB.

b) Installation of only (1) one camera [either one (1) CCTV or dash camera only] — A fine of fifteen thousand pesos (PhP15,000) for the first offense, and a fine of thirty thousand pesos (PhP30,000) for the second offense as well as the suspension of driver's license and the vehicle and/or the operator's registration that may last up to sixty (60) days until resolved and approved by the LTFRB. Subsequent offenses may result to the cancellation of licenses and registrations of those involved unless stated otherwise with approval from the LTFRB.

c) No device installed in vehicle — First offense would cost a fine of fifty thousand pesos (PhP50,000) and suspension of the driver's license and the vehicle and/or the operator's registration that may last up to ninety (90) days until resolved and approved by the LTFRB. Subsequent offenses would cost a fine of seventy-five thousand pesos (PhP75,000) and may result to the cancellation of licenses and registrations of those involved unless stated otherwise with approval from the LTFRB.

d) Installation of any tampered and/or faulty devices — A fine of twenty thousand pesos (PhP 20,000) for the first offense, and a fine of forty thousand pesos (PhP40,000) for the second offense as well as the suspension of driver's license and the vehicle and/or the operator's registration that may last up to thirty (30) days until resolved and approved by the LTFRB. Subsequent offenses may result to the cancellation of licenses and registrations of those involved and penalized by imprisonment of three (3) to six (6) months and a fine of not less than fifty thousand pesos (Php 50,000) but not more than one hundred fifty pesos (Php 150,000) shall be imposed on persons who tampered devices unless stated otherwise with approval from the LTFRB.

2. Submission of incomplete footages to appropriate bodies due to deletion and misplacement with or without intent before the prescribed period of thirty (30) days.

a) A fine of fifty thousand (PhP 50,000) for the first offense as well as the suspension of licenses and registrations of those involved that may lead to

b) Subsequent offenses shall be penalized by imprisonment of six (6) months to one (1) year and a fine of not less than one hundred thousand pesos (PhP100,000.00) but not more than three hundred thousand pesos (Php 300,000.00) shall be imposed on persons who do not comply with the criminal investigation and process under this Act or any existing law.

3. Failure of submission of the requested devices within the mandated time period during criminal investigation

a) A fine of one hundred thousand (PhP100,000.00) for the first offense as well as the suspension of licenses and registrations of those involved until compliance.

b) Subsequent offenses shall be penalized by imprisonment of one (1) to two (2) years and a fine of not less than two hundred thousand pesos (Php 200,000.00) but not more than one million pesos (Php 1,000,000.00) shall be imposed on persons who do not comply with the criminal investigation and process under this Act or any existing law.

4. Unauthorized use, publication, sale and purchase, and distribution of video footage and GPS information

a) Shall be penalized by imprisonment of one (1) to two (2) years and a fine of not less than one hundred thousand pesos (Php 100,000.00) but not more than one

million five hundred thousand pesos (Php 1,500,000.00) shall be imposed on persons who used, distributed, and publicized footages and information without being authorized under this Act or any existing law.

These provisions shall be guided by the Data Privacy Act of 2012, and other existing laws.

Section 13. Implementing Rules and Regulations Within sixty (60) days from the effectivity of this Act, the Commission, in consultation with appropriate government agencies and other stakeholders, shall promulgate the necessary rules and regulations to implement this Act.

Section 14. Separability Clause. If, for any reason or reasons, any part of the provision of this Act shall be held to be unconstitutional or invalid, other parts or provisions hereof which are not affected thereby shall continue to be in full force and effect.

Section 15. Repealing Clause. All laws, decrees, orders, rules, and regulations, or parts thereof, inconsistent with the provisions of this Act are hereby repealed, amended, or modified accordingly.

Section 16. Effectivity Clause. This Act shall take effect after fifteen (15) days following its publication in the Official Gazette and at least two (2) newspapers of general circulation.

Approved,